GRUMMAN plane news

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Calverton to host Grumman Family Day this Sunday, June 16

This Sunday, June 16, is bound to be a great day for a family drive—to the Grumman Aerospace Calverton facility. For the first time since 1968, the Calverton gates will be open—rain or shine—to all Grumman employees and their families for Family Day '74.

As Grumman Aerospace President George Skurla says: "Calverton is the focal point—the front porch so to speak—of the entire Grumman Aerospace organization. Our customers come here often, either to view our final assembly and flight testing operations or to fly-away aircraft to Fleet squadrons. In a real sense, the people of Calverton are often the representatives of the thousands and thousands of other Grummanites who contribute their best efforts to these products."

Gates open at 9 a.m.

Since Calverton opened in 1954, hundreds of military officers, U. S. Senators and Congressman, and foreign dignitaries have viewed its operations. This Sunday, Grumman families will also have a chance to tour Calverton.

There will be many buildings open for viewing from 9 a.m. to 3 p.m. Some highlights you won't want to miss are:

PLANT 6—Final assembly and production testing of the Tomcat, Intruder, and Prowler are performed here. All the major assemblies are joined together here, engines, fuel, and hydraulic systems are installed, and the planes painted and sent to Plant 7 ready for final preparation for flight.

PLANT 7—Flight test and acceptance center. Production aircraft such as the F-14, and A-6E are delivered from Plant 6 ready for avionic/weapons system installation and checkout. After complete avionics checkout, the aircraft is prepared for first flight by Grumman flight crews. Navy crews fly the planes for final acceptance.

ANECHOIC CHAMBER—Reputed to be the largest and most advanced of its type in the free world, this chamber is designed to simulate an aircraft's operating environment. The pyramid-shaped appendages, a combination of animal hair and other substances, absorb radio frequency radiation, thereby preventing reflections that could distort test data.

FLIGHT EMERGENCY CENTER—all the emergency rescue vehicles will be on display.

In addition to the above, there will be several modern Grumman aircraft on display, such as the F-14, A-6E, EA-6B, and the E-2C. Old historic Grumman planes such as the F-6, F-8 and a mock-up model of the Lunar Module will also be on view.

At approximately mid-day, several Grumman planes will "fly by"—providing the weather is good. The specific viewing area is shown on the map to be provided visitors and an announcement will be made well in advance before the "fly-by" to allow family members plenty of time to walk to the viewing area.

But registration for Family Day '74 is required. At registration, employees receive Family Day packets which include: a map of the Calverton facilities and tour directions; Tomcat, Hawkeye, and Intruder decals; Family Day tags for each member of the family; and a list of ground rules. During the entire tour, employees are required to wear their Grumman badges and their name tags. Visitors are also required to wear the Family Day tags.

For the safety and enjoyment of all visitors during the day, the Family Day Committee requests that everyone follow these few ground rules:

- Employees are responsible for the conduct of their family during the Family Day tour.
- Visitors should enter the buildings at designated entrances only and remain within the marked aisles of the plants and not wander in unauthorized factory areas . . . the safety of everyone can be assured that way.
- No smoking in any of the plants.
- No packages, food, or cameras may be carried in or out of the plants.
- Stay behind barricades in viewing areas.
- No animals are permitted.
- Please refrain from touching or disturbing articles in the plants or on desks in office areas.

When employees enter company grounds on Family Day, they will be directed to specific parking areas where they must leave their cars for the day. Visitors may either walk or use the buses that will be provided to carry them to the different plants.

Map provided

Emergency medical aid will be available at all times during the Family Day tours. Employees or visitors in need should contact a security guard or a plant tour guide.

The Family Day Committee recommends all employees and visitors bring either the map in Plane News or the one in the registration packet for their convenience in walking to the different plants during the day. It will also be

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Elect Meyer, Lemlein at Grumman American

After a meeting of the Board of Directors on May 28, Grumman American Aviation Corporation announced the elections of Corwin H. (Corky) Meyer as President of the Grumman Corporation subsidiary, and Alan B. Lemlein, as Executive Vice President.

Meyer, who relinquished his duties as Senior Vice President of Grumman Aerospace Corp., immediately assumed his new responsibilities as President of Grumman American. As Executive Vice President, Lemlein will be involved in all company activities, including both the Savannah and Cleveland operations.

During his 30 years with Grumman, Corky Meyer has flown just about every kind of aircraft the company has ever produced. He was project pilot on the Hellcat, Bearcat, Panther (which was Grumman's first jet fighter), Jaguar, Tiger, and Super Tiger. During his more than 37 years of flying, he has tested more than 100 types of aircraft. In 1954 he was the first civilian to qualify for jet operations aboard an aircraft carrier.

In 1960, Meyer moved into Business Development (now Customer Requirements) and later served as director of Aircraft Development and of Program Development, before returning to flight test activities in 1965 to establish the Flight Acceptance Department, and later assuming responsibility for all Calverton operations. During the period of 1963 to 1969, he also served as President of Grumman International.

Corky Meyer

Alan Lemlein

Meyer was elected a Grumman Vice President in 1967 and named director of Product Manufacturing in 1968. Two years later he assumed the responsibilities for all Product Operations in Grumman Aerospace and was elected to the Grumman Aerospace Board of Directors. In January of 1974, Meyer was named to the Board of Directors of Grumman American Aviation Corporation. While he relinquished his position as Senior Vice President of Grumman Aerospace, Meyer still remains a director of Grumman Aerospace.

The newly elected President of Grumman American is an Associate Fellow of the American Institute of Aeronautics and Astronautics (AIAA) and a Fellow in the Society of Experimental Test Pilots. He and his wife, Joan, are presently making arrangements to move to Cleveland. They have two sons, John and Peter, both of whom are also pilots, and a daughter, Sandra.

Upon graduating from the U.S.

(Continued on page 7)

Kalland heads long list of idea award winners

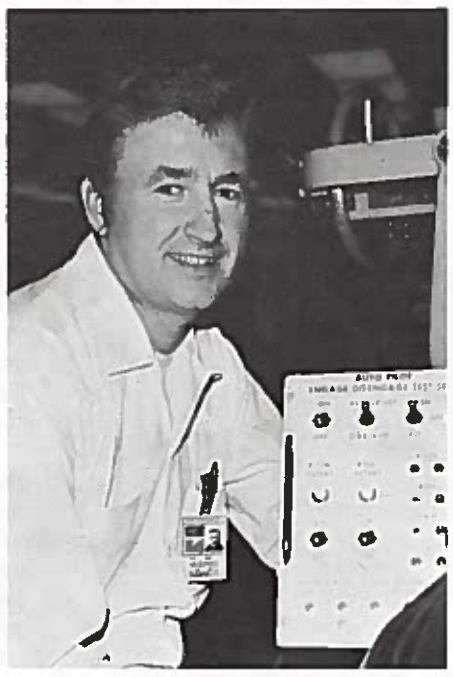
It isn't easy to come by money these days—but during the month of May, the Motivational Programs Office awarded a total of $9,625 in U.S. Savings Bonds to over 40 Grumman Aerospace employees who suggested a better way to perform their job.

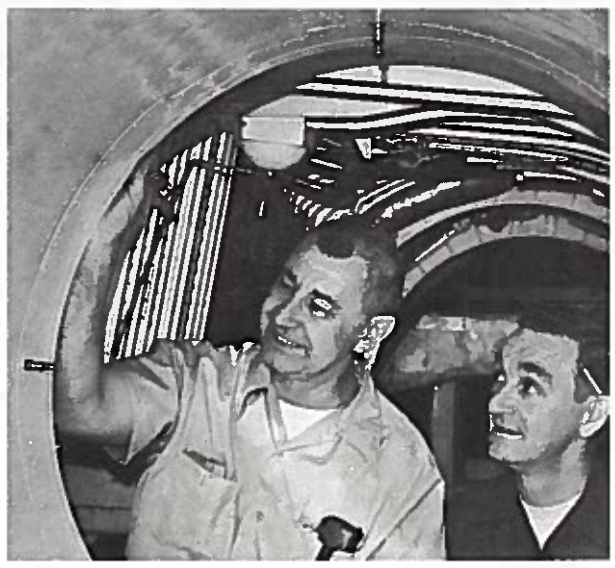
Top idea winners of the month were Don Kalland of Propulsion Test, Plant 2, $1,150; Robert Zinkiewicz, of Avionics, Plant 8, $725; Ralph Warren and Marty Van Essendelft, both of Pre-Flight Systems Installation, Plant 6, $525 each; and Pat Troise of Mechanical Inspection, Plant 2, $525.

Less than six months on the job, Don Kalland decided there must be an easier way—so the hydraulic installer came up with a new method to remove brazed titanium tubing from defective hydraulic fittings (he also developed a special cutter to do the job). With encouragement from his supervisor, Don submitted his first suggestion. The result: $1,150 (face value) in U.S. Savings Bonds. The top money winner of the month says the bonds are going directly into the bank deposit box for his one-year-old daughter's education.

Robert Zinkiewicz works the graveyard shift in Plant 8 from midnight until 8:30 a.m. He built a test box for the A-6 and EA-6B auto pilot system that enables only one person to test the system instead of the normal two persons. Bob's test box was used by many people in his department because of its convenient size and because testing can now be done solo from the ground instead of in the cockpit. He submitted his suggestion to the Motivational Program Office and received $725 in bonds. What does he plan to do with his money? "I was going to buy a new car, but I think I'll use the money to buy gasoline instead."

Sometimes two heads are better than one—such is the case with Grumman veterans, Ralph Warren and Marty Van Essendelft. The winning duo has been working together in Pre-Flight Systems Installation for two years. They came up with a simpler, less expensive, and time-saving way to perform their jobs. The suggestion: changing the F-14 inlet engine ring fasteners from hand driven rivets to blind bolts so that work could be performed without removing interfering structure and equipment. The result: each of the winning team was awarded $525 in bonds. A father of five children ranging in age from 18 to 7 years, Ralph plans to place his winnings in the bank for their education. Marty, who has been with Grumman for over 28 years, plans on putting his award in the bank for safe-keeping.





Idea men. Top suggestion winners for the month of May are: (top l-r) Don Kalland, Bob Zinkiewicz, Pat Troise; (at right) Marty Van Essendelft and Ralph Warren.

Pat Troise has been tensile testing and proof-loading flash welded assemblies in Plant 2 for over 29 years—and he is still seeking better, more economical ways to do his job. His latest suggestion of using Grumman manufactured pins instead of expensive purchased pins saved the company a substantial amount of money. Pat says since his son is already a practicing lawyer his extra "pocket money" of $525 in bonds will be set aside for when he retires.

Other winners of idea awards were:

$450 - Joseph Cavola, Advance Composites, Pl. 3.

$300 - Letson Kinsley, Final Assembly, Pl. 5.

$250 - William F. Beauregard, F-14 Aft Assembly, Pl. 77.

$225 - Mario Franceschi, Honeycomb Bonding, Pl. 3; Frank J. Santagata, Conventional Machines, Pl. 3.

$200 - James E. Walsh, Quality Control, Pl. 6; Lawrence B. Brown Sr., Flight Development Operations, Pl. 7.

$175 - Frank Kojick, Elements & Material Tests, Pl. 12.

$150 - Edward Murphy, Assembly Tool & Hand Equipment, Pl. 2.

$125 - Edward Smyth, Sub Assembly, Pl. 1; Ronald R. Ennis, Avionic Inst., Pl. 6; Frank DiRocco, Fuse.. Sub-Assy., Pl. 1; John Bernal, Drop Hammer, Pl. 2.

$100 - William R. Mytko, Final Assembly, Pl. 1; John Transue, Ordnance, Pl. 6; Ronald L. Carter Sr. and Jerry C. Lambert, both of Machine Shop, Pl. 56; Daniel K. Ridenour, Machine Shop, Pl. 58; Delbert C. Nicewarner, Inspection, Pl. 58; Nicholas Apicella and Richard B. Johnson, both of Sub Assembly-Major, Pl. 1; Eugene Harvey and John Woodworth, both of Machine Shop, Pl. 3; Leslie Becker, Release & Control, Pl. 35; Ernest R. Forte, Jig Details & Sub Assembly, Pl. 2; Joseph LoCicero, E. B. Welding, Pl. 2; Stanley G. Jastemski, Transportation Operations, Pl. 2; Walter G. Richter, Tool Control, Pl. 2; Jerald P. Ernst, Elect. Repair, Pl. 5.

Iran calling

With the return of the site survey team from Iran, the selection of Grumman personnel to provide technical and maintenance services to the Iranian Air Force in Iran will be going into high gear. Though the first contingent of Grummanites won't be going on-site until 1975, the screening, indoctrination, and training will begin shortly. Anyone interested in working in Iran for Grumman should send a resume to: Field Administration & Liaison, Dept. 315, Plant 28. If additional information is required, contact V. Milano on Extension 2100.

Picnic fun set for July 20 . . .

Something for everyone . . . that's the theme of the Grumman family picnic to be held Saturday, July 20, at Calverton. Continuing a 35-year tradition, the picnic will feature rides, vaudeville, sports events, and dancing. And of course, there will be plenty of franks, beer, ice cream, and other such picnic delicacies dispensed at the annual affair.

Plane News will carry additional information about the big day in its next issue . . . but don't wait for that. Go now to your nearest Employee Service office to purchase a picnic ticket: $3 a person, children under 12 admitted free.

Picnic Junior Gloves

Entry registration

Entrant's name .....

Age ..... Weight .....

Sponsor's name .....

Dept. ..... Plant ..... Ext. .....

Entries are to be forwarded to John Koloksi
Plant 1 Employee Services Office

Company doubles Investment Fund share from 25 to 50%

Investment planning is never easy but for Grummanites who wish to invest their funds in either equities (such as common stock) or in fixed-income securities (bonds and debentures) the Grumman Employee Investment Plan is hard to beat, and never more so than with the recent announcement that Grumman Corporation has doubled its contribution to the Plan.

Beginning June 1, the company increased its contribution to the Plan from 25 percent to 50 percent of the employee contribution. Under the improved plan, employees may still have a certain percentage of their pay withheld for their Ordinary Contribution to the Plan. The company will contribute $1, to be invested in Grumman stock, for every $2 an employee contributes to the Plan, up to four percent of an employee's base salary. A person may invest up to 10 percent of his or her base salary although the company matching contribution will pertain only to the first four percent.

An employee may invest his or her contribution in:

- Grumman common stock and equities or fixed-income securities (or a combination of equities and fixed-income securities)
- 100% in equities (common stock)
- 100% in fixed-income securities (bonds, debentures)
- A combination of both fixed-income securities and equities

There will no longer be a percentage "sliding scale"—the company contribution will be 50 percent of the employee contribution whether that contribution is one, two, three, or four percent of a person's base salary.

As in the past, the company's contribution will not begin until an individual has been with Grumman for at least one year; any employee, however, may begin contributing to the Plan after three months' company service.

The Grumman Employee Investment Plan has been in existence for nine years now and its purpose was best summed up in 1965 when Clint Towl, now Grumman Board Chairman, remarked:

"There is absolutely no obligation on the part of anyone, if he or she does not desire to join the plan . . . the fund is intended to enable employees to supplement their pensions with additional funds at retirement and give them an opportunity to acquire common stock in the company."

In another development, Grumman Corporation will appoint The Fiduciary Trust Company of New York to manage the non-company stocks and bonds for the Employee Investment Plan, effective June 30. The selection of Fiduciary followed an extensive survey of potential investment advisors. Concern over the performance of the equities, or common stock, portion of the Plan over the last year prompted the company to commission the survey in an effort to enhance the Investment Plan's performance. Based on this survey, the Board of Directors decided to bring in Fiduciary as investment manager for the Plan.

The board members determined that Fiduciary has compiled an investment record for the funds under its management that compares favorably with the records of other investment managers over the past few years. Furthermore, it was felt that Fiduciary was small enough to react quickly to changes in market conditions but at the same time large enough to support an adequate in-house research staff.

Another change announced was that participants in the Plan would now receive quarterly reports on their investment, including a market analysis by Fiduciary, rather than a once-a-year report as formerly.

Although no one can guarantee that the change in trustees will bring an immediate and substantial improvement in the fortunes of the Grumman Employee Investment Plan, since so much depends on general market conditions which are beyond anyone's control, the Grumman Corporation Board of Directors did express its confidence that Fiduciary will be able to bring the performance of the Grumman funds into line with the performance of other similar funds.

A letter explaining the changes in the Plan as well as an application form will be sent out shortly to all Grumman employees. For further information, please contact the Investment Plan Office, Plant 28, Bethpage.

Small flotilla. ESO helpers unload Grumman canoes at Plant 2 where they are now on sale to Grumman employees at discount rates. Gus D'Errico reports that a wide selection of Sportcanoes and other models are available. Canoes are 'seconds' and sold on a first-come, first-served basis. But if ESO doesn't have a particular model you may want, one may be ordered for you. Call ESO, Ext. 3391 for more information.

Grumman streamlines insurance plan

Beginning the first of this month, Grumman Corporation revised the company group insurance policies in two areas to reduce duplication of insurance payments, says Ed Jacobs, Director of Corporate Insurance for Grumman Corporation. The first change is adoption of the coordination of benefits program to bring Grumman in line with most other group insurance policies which have already adopted the new system. The second change grew out of New York State's No-Fault Insurance law. The New York State Insurance Department has called for benefits in auto accident insurance to be paid primarily by an individual's own auto insurance plan rather than by a medical group insurance plan such as Grumman's.

In neither case, however, will the benefits of any Grumman family be reduced or lessened as a result of the change except in those rare cases where a person receives duplicated payments exceeding his actual medical costs; these excessive payments will no longer be made.

The coordination of benefits concept will have absolutely no affect on an *individual* insurance plan purchased privately by an employee. Coordination will affect the mechanics of the reimbursement procedures only when a Grumman family is covered under an additional *group* insurance plan, usually when the employee's spouse is covered by his or her own company. In the past, Grumman's plan would take the full burden of benefit payment for the Grumman employee's family even in cases where the employee's spouse was covered at his or her own job.

Though doubly-covered Grumman family members will receive the same coverage under amended policies, they will be paid first and primarily by the affected family member's own group insurance policy.

As an example, Mr. and Mrs. Jones are covered by both Mr. Jones' Grumman group insurance and by Mrs. Jones' group insurance, a benefit provided by her employer, World Gadgets Inc. Under the old benefits system, if Mrs. Jones became ill and was hospitalized Grumman would pay the primary part of the benefits up to the limit of Grumman's plan coverage, just as if Mrs. Jones were completely uninsured.

But since World Gadgets' plan is under the coordinated benefits system its insurance company would have to pay only that portion of the cost that the Grumman plan did not cover, even though Mrs. Jones, its employee, was the one hospitalized.

Under the coordinated benefits system, now put into effect at Grumman, the same Mrs. Jones would, instead, receive the full amount she is entitled to under her company plan *plus* as much money within the usual limits of the Grumman plan to make up any costs not covered under her own plan.

Likewise, Mr. Jones would receive the full benefits of the Grumman plan when he fell ill plus an amount from his wife's plan (if her plan covers family members) to make up any additional costs. But in each situation, the primary insurance plan will have initial responsibility for meeting that cost.

When filing a claim, employees should use the new medical forms encompassing the plan change which are available at the Insurance, Benefits and Records Department, Plant 28, at the Employee Services Offices in the different plants or at local hospitals.

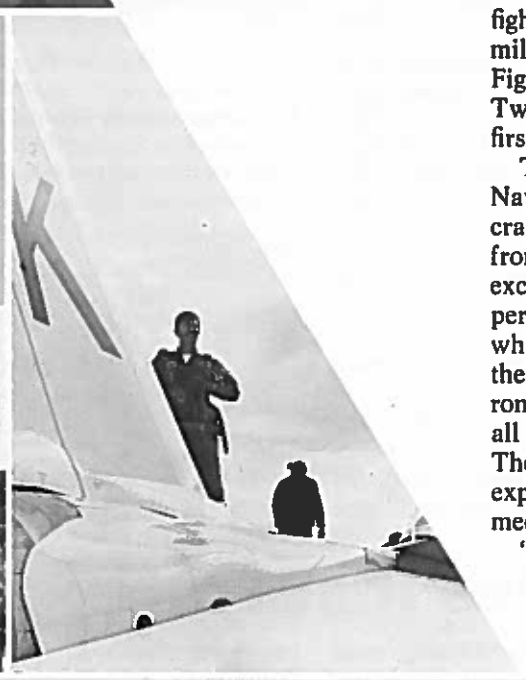
The insurance policy changes regarding the New York State No-Fault Insurance law, called for by the New York State Insurance Department, seek to eliminate insurance duplication between the mandatory New York State individual auto insurance coverage and group insurance's medical and disability coverage. The Grumman plan will, however, be able to cover expenses beyond the statutory limits of the employee's individual auto insurance coverage.

Jacobs emphasizes, moreover, that "claims incurred as a result of automobile incidents must be submitted to the auto insurance company for reimbursement and *cannot* be processed under Grumman group insurance contracts. In the event that the no-fault statutory limit of $50,000 is exceeded, the Grumman plan will cover subsequent claims from that point up to our present benefit limits."

For specific details on the insurance plan please contact Insurance, Benefits and Records Department, Plant 28, Ext. 1040.

VF-1 and VF-2, the historic Naval aviation squadrons that are getting the first F-14s ready for deployment later this year, are known as

The Tomcat's First Taskma



NAS MIRAMAR - PART 2 . . . While the F-14 signals the beginning of a new era in Naval fighter aviation, it may well serve as just another milestone for its historic initial squadrons. Reason: Fighter Squadron One (VF-1) and Fighter Squadron Two (VF-2) were first commissioned in 1922 as the first Naval aviation squadrons.

Today, just like in the early days, when the U.S. Navy introduces a new advanced-state-of-the-art aircraft to the fleet, it handpicks the initial squadrons from among its top aviation talent. The F-14 is no exception. Every man in VF-1 and VF-2 is an experienced aviator with no less than one prior cruise, while most have had two or three cruises. Most of the pilots come from single-seat F-8 fighter squadrons or from the F-4 community, while the NFOs all have prior experience in the dual-seat F-4 fighter. They're a choice lot of aviators, selected for their experience and expertise, and their capabilities to meet the challenges the Tomcat brings to the fleet.

"The Tomcat is like having everything you've ever wanted in a fighter, all in one," says Cdr. John Thaubald, commanding officer of VF-1.

It takes the fulltime skills of 35 officers and 250 enlisted men to operate the 12 planes in each squadron. Five decades ago, though, when aviation was far less complex, aviators were concerned with biplanes instead of swept wings, talk of systems was unheard of and pilots were acclaimed for their dering-do instead of their technological know-how. In the ensuing years, evolutionary developments have changed the posture of Naval aviation, all of which bears a similarity to the historical progressions of VF-1 and VF-2.

During the first years, all planes were designed to operate from land. In 1925, the Navy decided to operate VF-1 aircraft from battleships and the Curtis TS land planes had new engines installed and were outfitted with pontoons. It wasn't until 1927, with the commissioning of the USS Saratoga, that VF-1 was assigned to its first carrier.

Throughout its career, VF-1 has been commissioned or recommissioned four times: originally from 1922-34, the latter year being when the squadron was redesignated VB-2; in 1935, when the second VF-1 was established, only to be redesignated to VF-6 in 1937; in 1943, when the third VF-1 was established; and in 1972, when the fourth VF-1 was established at Miramar with Cdr. R. W. Leeds as commanding officer.

During World War II, VF-1 fought at Tarawa and in the Gilbert, Marshall, Mariana, Bonin and Caroline Islands. According to one source: "The squadron was both land-and-carrier-based; it did night and day fighting, bombing and escort work; it operated from CVEs and a CV; it attacked the Japanese fleet, sank eight ships and damaged 16; it destroyed 102 airborne enemy planes plus 20 probable ones while losing only five in aerial combat; it destroyed 61 enemy planes on the ground, silenced 46 antiaircraft batteries, and blew up or burned 10 fuel or ammunition dumps. In the Japanese war theater the squadron destroyed 38 aircraft, damaged 123, sank or damaged 75,000 tons of enemy shipping, and participated in attacks on Yokosuka, Hyakurigahara and Tsukuba."

Fighter Squadron Two has a unique distinction: when assigned to the USS Langley, it became the first carrier squadron, a 12-plane fighter squadron equipped with Vought single-seat fighters with 180 horsepower water-cooled motors. During these early years, VF-2 also became:

- the Navy's first carrier-qualified squadron with each pilot making 10 carrier-qualification landings at sea.
- the squadron which conceived and developed the concept of dive bombing.

sters

• the first squadron to be issued parachutes and the first to take a parachute out and test it.

According to a VF-2 historian: "The source of supply of pilots constituted a heavy drain on the officer personnel of the Navy during these early years of Naval aviation, so to test the feasibility of using enlisted men as fighter pilots the Navy Department organized an enlisted men's fighter squadron in 1927 which became VF-2, and the original VF-2 was redesignated VF-6.

When the squadron's canvas-covered biplanes were replaced, VF-2 flew such fighters as the F6C, FB1, FU1 and F3B. During World War II, the squadron was assigned to the USS Lexington, which was sunk in the Coral Sea. A third VF-2 squadron was established in 1943 and during the first Battle of the Philippines Sea, it intercepted Japanese air attacks and destroyed 51 enemy planes; five days later, VF-2 destroyed 67 enemy planes in one day during a sweep on Iwo Jima. In 1945, VF-2 was reformed as a carrier replacement squadron, disbanded a year later and remained inactive until its reformation in 1972 as one of the initial Tomcat squadrons.

Today's squadrons are composed of hard-driving, dedicated career men. In VF-1, for instance, Commanding Officer Thaubald has been in Naval aviation since 1957 when he completed flight training. In subsequent years he has been a flight instructor, a member of Fighter Squadron 14 (VF-14), and of VF-41, the third East Coast squadron to receive the F-4B Phantom fighter. In 1965, he became operations officer of the Flight Test Division at NAVPRO, St. Louis, with McDonnell. He has made cruises on the USS Roosevelt, USS Independence, USS Bon Homme Richard and USS America, the latter two deploying to Viet Nam. In 1971, he was assigned to the F-14 fleet introduction Cadre and a year later became executive officer of VF-1. He succeeded Cdr. R. W. Leeds as commanding officer in February.

Cdr. Denny Strole, the VF-1 executive officer, is a Naval flight officer who, when he succeeds Cdr. Thaubald, will become the first NFO commanding officer of a Tomcat squadron. Strole joined the fighter community in F-4 Squadron Twenty-one (VF-21). Since then, he has deployed on the USS Midway to Viet Nam, served as an instructor in VF-121, attended the Naval War College at Newport, R.I., served in VF-74 as maintenance and operations officer, served as the assistant F-14 program coordinator for OPNAV, then later became a part of the Tomcat cadre at Miramar, joining VF-1 in 1973.

One of VF-1's special projects is called "fleet superiority," which Thaubald says is an "in-house project" involving the entire air wing and the participation of all the squadrons. "We are integrating tactics between subsurface, surface and air to best utilize every weapons system we have," he explains. "This is distinct from a tactical employment of an individual weapon. An F-14, for instance, can be employed in different ways, the best of which is by itself in a tactical employment of the aircraft. But the best way to win in any engagement is through a tactical employment of all the weapons in the task group."

PLANE NEWS: Is the effort in getting the F-14 ready for deployment more difficult than you have experienced in other squadrons?

"Only in ways you would expect, due to the higher level of technology," says Thaubald. "There are many things involved, such as the different types of systems. It is more difficult to put people through training, especially since our people must learn new systems that didn't exist before, and the best way to employ them against a threat. Fifteen years ago we went through the same thing when the F-4 was then quite a jump from, say, the F-3H Demon. The F-14 environment, as you would ex-

(Continued on page 6)

Photos by Dick Sander

(Continued from page 5)

pect, is certainly more sophisticated and requires a lot more training on the part of maintenance and air crew personnel. But we were well prepared here. The initial F-14 fleet introduction cadre established a smooth transition from F-8s to F-14s with the training squadron. Nearly 600 of our maintenance people had already had factory training and the Naval Air Maintenance Training (NAMT) building was up and operating, so we had a starting base when the planes arrived. Our people were ready to fly and maintain them."

PLANE NEWS: What are some of the major considerations of operating the F-14 aboard a carrier for the first time in an operational environment?

"Putting a plane in a sea environment aboard the carrier is the true test as far as the Navy is concerned," Thaubald says. "One of the parameters considered in flying the F-14 aboard ship is the approach speed. We think it will be very similar to that of an A-6 and that the Tomcat is going to be one of the safest planes in the Naval inventory. We are looking forward to initial carrier landing qualifications. Everyone in the squadron has already taken off and landed on a carrier, but not necessarily in an F-14. By the time we deploy on the USS Enterprise, everyone will be F-14 carrier-qualified."

PLANE NEWS: Would you elaborate on your earlier comment that the F-14 is like having everything you've ever wanted in a fighter, all in one?

"As far as the weapons system is concerned, the F-14 has three different types of missile capabilities, as well as guns, to give us an all-inclusive, outstanding weapons system," he explains. "And the variable wing design contributes its part in that we not only have the capability to get there faster to get the job done, we can also slow-fight with an aircraft with a different wing loading. We can reconfigure ourselves in the air to meet any threat we encounter. Thus, in the F-14, we have the ability to counter an enemy aircraft with long-range missiles, if that's the environment, or we can slow fight with him because the wing changes the configuration of the aircraft, and we can use the guns as short-range weapons. We actually do have the best of everything."

PLANE NEWS: From the NFO's standpoint, what is the biggest advantage the F-14 offers?

"The AWG-9 and digital computer, no question about it," says Cdr. Denny Strole. "It's not that it is so much more difficult to operate, it simply has more capabilities. We can determine information now with this computer that we previously had to do by external means. The navigation system, for instance, is quite unique. Before, we had to rely a good deal on dead reckoning; now we have a very precise system. We have the capability for long-range detection well in excess of current fighters. With the track-while-scan mode, we can track multiple targets and can call up just about any information we need on any or all of the targets as well as fire up to six Phoenix missiles simultaneously. In addition, the F-14 is the first fighter with a data link capability, and it is a unique fighter capability. Target information can now be passed to and from the controllers, which is a big tachnical advantage in many environments. The F-14 is a new concept in fighter aviation, and from an NFO's view, it is a dream."

VF-2's commanding officer is Joseph A. Brantuas, whose Naval career began in 1952 as a "white hat" and has since spanned an accumulation of 3,000 flying hours, over 500 "traps" and service in Viet Nam. He entered the U.S. Naval Academy in 1955 and graduated in 1959. After earning his wings, he joined the fighter community, first with VF-121 for training, then VF-21 and later VF-151. In 1964, he transitioned to the F-4B Phantom. In 1969, he made a cruise with VF-92 aboard the USS Enterprise and was subsequently assigned as aircraft handler on the USS Midway. He joined the F-14 fleet introduction team as Integrated Logistics Support Manager and in 1972 became executive officer of Fitron Two (VF-2).

VF-2 executive officer Cdr. Jimmie W. Taylor already had over 1,500 flying hours to his credit as a commercial pilot when he joined the Navy in 1957. After flight school, he joined the F-8 community with which he subsequently made a number of cruises. He says that about the only carriers he hasn't landed on are the USS Saratoga and the USS Enterprise. He made five cruises to Viet Nam where he spent 45 out of 60 months in a combat zone. He was later assigned the job of F-14 coordinator for his squadron, then moved into the initial Tomcat squadron.

Taylor has logged more than 200 hours in the F-14, more than any other Naval aviator. Reason: in 1972, when the first F-14 (Number 18) arrived at Miramar, it was designated for maintenance training and Taylor was in the enviable position of being the only pilot allowed to fly the plane. As more planes arrived, other pilots took over.

"When Number 18 arrived at Miramar, it was designated for maintenance training," says Taylor. "In the past, maintenance training has frequently had to take a back seat to flight training. But it's in the maintenance area where some of the major problems occur during the fleet introduction of a new plane, often because many of the maintenance jobs hadn't been done before. This time, however, the maintenance people are getting trained first."

PLANE NEWS: How would you describe the F-14's overall capabilities?

"The F-14 is a formidable adversary to anyone it comes upon," says Taylor. "It is much more advanced than the other Navy fighters and we're confident it will do well against any other aircraft. When I'm in an F-14, I personally feel that I don't have to worry about other aircraft I may meet or that I will ever come out second best. The Tomcat has good visability, good thrust and good turning ability, and there's very little left to ask for in an aircraft. The fighter with the most fuel capacity is generally the one which makes it back to the carrier. We've found the F-14 will generally run an adversary out of fuel and still make it back to the boat."

PLANE NEWS: How do you describe the F-14's capabilities to laymen and to important visitors to Miramar, such as the Shah of Iran?

"We generally find that we have a common ground for discussion because the people we demonstrate the aircraft for usually have some prior knowledge of it or about aviation in general," Taylor explains. "The Shah of Iran, for instance, was already familiar with F-4s and F-5Es. General Brown, Chief of Staff for the Air Force, is a bomber pilot. Barry Goldwater Jr. is a licensed pilot. So, most of these people already know about planes and they know their capabilities. When they see the F-14 perform in certain parameters, they say, 'Boy, I wish we could do that in our planes.' They usually have some numbers in mind from seeing other aircraft perform or from flying other planes.

"Of course, there is no comparison when we talk of the F-14's weapons system. We can track six targets and have six missiles in flight, all at the same time. The best any other system can do is one, so the F-14 is a giant leap forward as far as the state-of-the-art is concerned. The swept wing itself is not unique because other planes have similar designs; the difference is that in the Tomcat, it works well without doing the classic stall that other planes do. In addition, the visibility in the F-14 is far better than that in most other fighters.

"Still, most laymen don't really see or understand

(Continued on page 7)

Grumman American elects Meyer, Lemlein to top posts

(Continued from page 1)

Naval Academy in 1943 and receiving his commission as a 2nd lieutenant in the Marine Corps, Al Lemlein served in the Pacific Theatre in World War II and later in the Korean War as a Marine fighter pilot. Resigning from the Marine Corps as a major in 1954, Lemlein joined Grumman. For the next three years, one as manager of test operations at Edwards Air Force Base, he was associated with the F11F Tiger project. In 1958, he joined the A-6A Intruder program management team, and two years later was named the program manager of the S-2C-1A Tracker/Trader N a v y anti-submarine and cargo airplane. The following year, 1962, he was appointed program manager for Grumman on the F-111. He served in that capacity until 1970 when he was named general manager for Savannah operations for Grumman Aerospace.

In January 1973, when the commercial operations of Aerospace were merged with American Aviation to form Grumman American Aviation Corporation, Lemlein was elected Vice President-Savannah Operations for the new subsidiary of Grumman Corporation.

Lemlein is a member of the board of directors of the Savannah Chamber of Commerce and the United Community Services. He and his wife, Marie, have two married daughters and make their home in Savannah, Georgia.

NAS Miramar . . .

(Continued from page 6)

these comparisons with other aircraft nor do they always know why the Tomcat is actually as good an aircraft as it is. And it really is. It is actually superior to anything flying today. It is a kind of super-machine that does all of its jobs well."

Both VF-1 and VF-2 are pressing hard for the time when they will deploy on board the USS Enterprise later this year. In the meantime, they are successfully completing their milestones. In April, the entire air wing completed training at Fallon, Nevada, where the runway served as the simulated deck of a carrier for take off and landing. This summer, prior to actual deployment, the squadrons will perform actual shipboard operations during which time all the pilots and NFOs will become carrier-qualified in the F-14.

It's a big job for the Tomcat's first squadrons. Many changes have taken place at Miramar to accommodate the new aircraft and new squadrons are already being formed to follow VF-1 and VF-2 in the fleet. There's a lot of excitement and enthusiasm, and nowhere is it more prevalent and more colorfully expressed than in the squadrons themselves.

"If all planes have some bad habits," says Cdr. Jimmie Taylor of VF-2, "then if the Tomcat does, I haven't found them yet."

OBITUARIES

GEORGE J. PLESSNER of Jigs, Details and Sub-Assembly, Plant 2, died May 14 at the age of 60. He had been with Grumman Aerospace since 1966 and lived at 17 Winfield Ave., Brentwood.

RAYMOND G. WILLIAMS of Instrument Test, Plant 5, died May 18 at the age of 62. He had been with Grumman Aerospace since 1951 and lived at 4 Colonial Drive, Farmingdale.

JAMES H. BATCHELDER of P/S Aircraft Systems Service, Plant 25, died May 19 at the age of 58. He had been with Grumman Aerospace since 1964 and lived at Fairfield Village, 8th and Leroy, Brentwood.

WARREN J. ALLEN JR., director of Program Engineering Management, Plant 5, died May 30 at the age of 58. He had been with the company nearly 35 years and lived on Edge Road, Syosset.

CHESTER H. GREGORY JR. of Maintenance Administration, Plant 12, died June 3 at the age of 59. He had been with the company 30 years and lived at 61 Butehorn St., Bethpage.

STEPHEN A. LUTKIEWICZ of Transportation Operations, Plant 20, died May 29 at the age of 46. He had been with the company since 1962 and lived at 8 White Birch Lane, Commack.

ROLAND B. STEELE of Property Management, Plant 30, died June 3 at the age of 58. He had been with Grumman Aerospace since 1959 and lived at 404 No. Windsor Ave., Brightwaters.

plane GRUMMAN news

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Golf Clinic

Okay, folks, how long are you gonna let your links partners laugh at your golf game. Is your trip around the courses marked by a trail of huge divots . . . all going in the wrong direction? Would you be better off if you could hit the ball with that fast backswing? Do you swear to give up the game after each round . . . and then disappoint everybody by going back on your word?

If you answer "yes" to any two of these questions, you're in trouble. But you could do yourself a favor by signing up for a series of golf instructions scheduled by GAA, starting Tuesday, June 25. Mike Cherry of the GAA staff, a PGA member and teaching pro for the past 20 years, will conduct the clinic, with an assist from a couple of the Grumman varsity golfers. Other clinic dates are Thursday, June 27, Monday, July 1, and Wednesday, July 3.

If the four-day clinic sounds interesting, call Mike on Ext. 2133 or 2269 to sign up for the course which will be conducted at the south end of the Plant 2 field. And better bring along an iron to get in the swing of things.

Family Day set for June 16

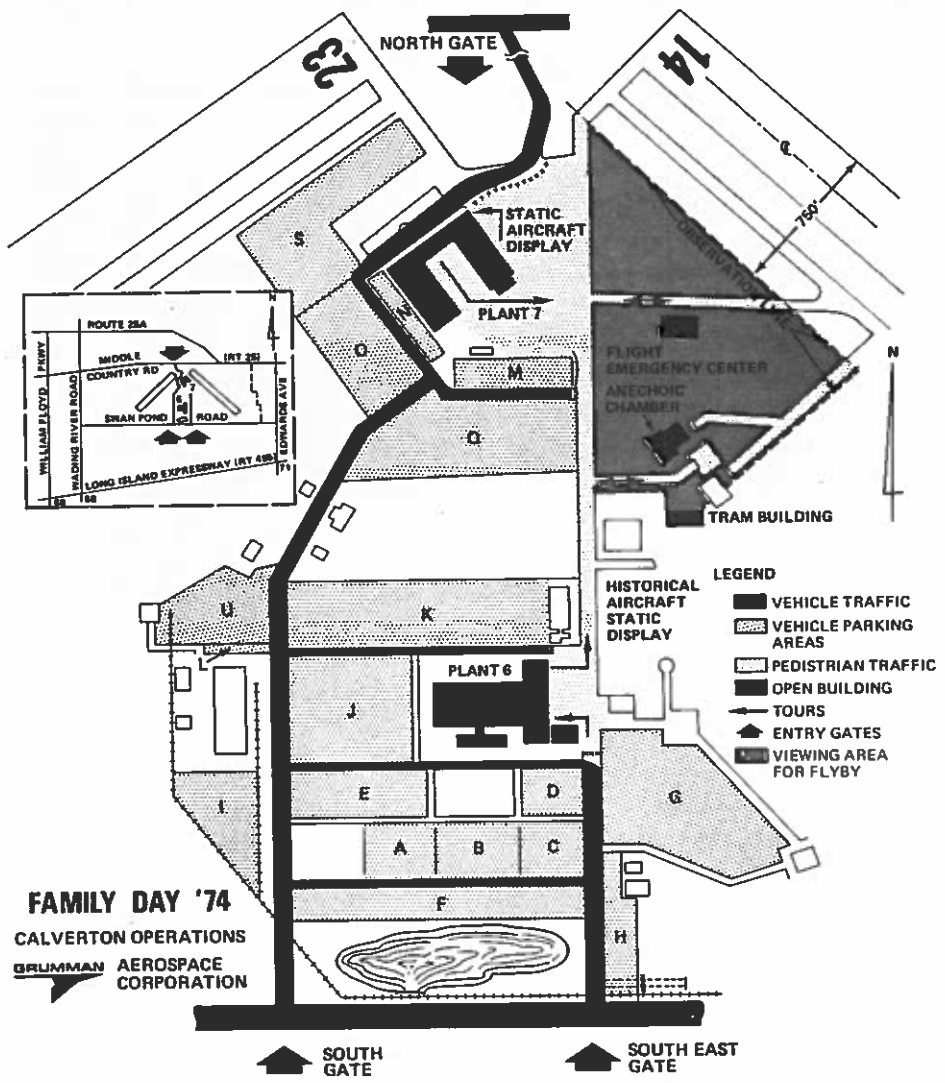
(Continued from page 1)

helpful to bring a stroller for little children, wear low-heeled shoes for comfort and safety, and wear sunglasses so you can see the planes "fly-by" if it's a sunny day.

The following gates will be open on Family Day: the north gate on Middle Country Road (Route 25); the south gate and the southeast gate, both located on Swan Pond Road.

Here's how to get to Calverton: Take the L. I. Expressway or Sunrise Highway to Exit 69 (Wading River Road), go north to Swan Pond Road. Turn right, follow the fence until you see the Grumman gates on your left. Or you can take the L. I. Expressway or Sunrise Highway to Exit 68 (William Floyd Parkway) head north until you reach Route 25, go east until you reach the Grumman north gate on Route 25. And if you are traveling from the southeast end of Long Island, take Route 24 to Route 25.

See you Sunday at Family Day!



Many new assignments listed in Grumman family of companies

Grumman American Aviation Corporation announced the appointment of George Doukas as general manager, Cleveland operations. As general manager, Doukas will be in charge of all Manufacturing operations of the company's light aircraft line at the Cleveland plant on Cuyahoga County Airport.

At Grumman Corporation, Harry Turner was named director of Economic Analysis for the parent company recently, with responsibilities for "any continuing reporting requirements to the Cost of Living Council and any successor agency; coordinating the company's reporting requirements to the Federal Trade Commission; preparing and disseminating forecasts of business trends, price indices, and other economic data." Turner is situated in Headquarters Building, Ext. 9561. He reports to Nat Busi, Assistant Controller.

In Grumman Data Systems, Network Services announced the appointment of four men to new posts in the organization: Kurt Riedel, director, Network Services Marketing (Ext. 1650); Ed Somol, director, Network Services Production (Ext. 1712); Gerry Davis, director, Network Services Systems Programming and Development (Ext. 2849); and Al Pope director, Network Service Finance (Ext. 1580). All report to Vice President Curt DeForest.

Among the persons named to new responsibilities within Grumman Aerospace in recent weeks are: Eugene Bonan, study manager for the next-generation Navy Attack System; he reports to Vice President Alex Alexandrovich. . . . Bill Nidositko, deputy director of Manufacturing Operations—Nights; he may be contacted on Ext. 7320. . . . Tom Guarino, named by President George Skurla for special assignment to direct all carrier-on-board-delivery proposal activities. Guarino is also E-2/C-2 program director. . . . Jim Spencer, assistant manager Safety Department, reporting to Dick Sanchez, manager.

In Training Systems, five got new posts: Joe Fellingham, deputy director (Ext. 3447); Bill Eager, manager, Logistics (Ext. 2319); Marvin Fischthal, manager, Systems Technology (Ext. 3447); Sam Greenberg, manager, Marketing and Sales (Ext. 3448); Dan O'Brien, manager, Manufacturing Operations (Ext. 2123); and John Tchinnis, manager, Budgets and Planning (Ext. 3448). All report to Vice President Ralph Tripp.

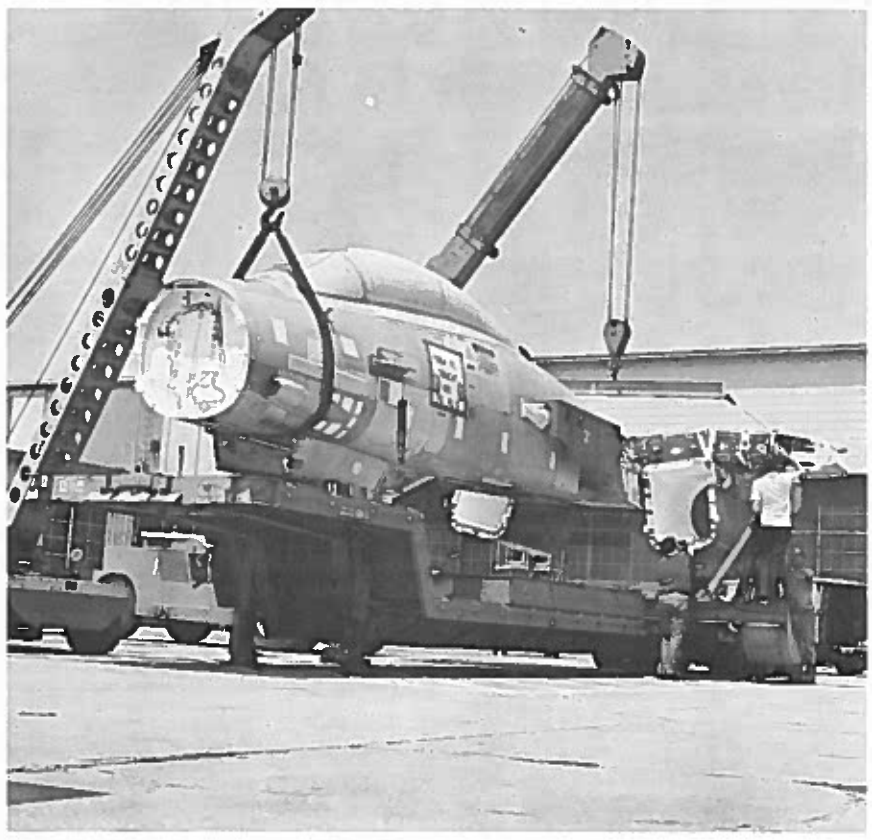
Grumman Iran, 'the first step'

On May 19, Grumman met its first milestone in Iran with the registering under the laws of the Government of Iran of Grumman Iran Ltd., a wholly owned subsidiary of Grumman International.

Grumman Iran Managing Director Tom Brancati reports that the new company has received congratulations from the Imperial Iranian Air Force, other Iranian agencies, the U.S. Embassy and many American firms already located in Iran.

"Establishing the company is the first step of many in order to successfully do business in this part of the world," says Brancati. "I believe Grumman Iran will meet these many challenges and perform in the Grumman tradition."

The subsidiary's offices are located in Teheran, the capital of Iran. The board of directors members include Bob Townsend, chairman; Tom Brancati, vice chairman; and Pete Oram.



Hit century mark

On June 4, another major milestone was achieved on the F-14 program with the shipping of aircraft No. 100 from Plant 1, Bethpage, to Plant 6, Calverton. Tomcats are being shipped at a five-a-month rate in module form, which includes the forward and aft modules, and the inlet duct and glove. When they arrive at Calverton, the modules are joined on the final assembly line at Plant 6, where wings, stabilizer, engines, and fins are installed in prpearation for first flight. (Photos by Bob Settles)

Service time. **Vice President Ed Daiva (2nd R) visited Grumman sites at the naval air stations at Oceana and Norfolk, Va., recently, and while there took time to present service pins to two Grumman Field Service representatives stationed at the bases. Accompanied by Wes Moseman, Field Service supervisor in the area, Daiva presented a five-year pin to Ron Szaronos (L) and a 10-year pin to Lloyd Nevala.**

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